

AGENDA

1. CITY COUNCIL WORK SESSION CALLED TO ORDER
2. ROLL CALL: Parisian, Wagner, Murphy, Mayor Blonigan
3. DISCUSSION
 - A. Employee Handbook Updates
 - B. Three Rivers Classroom Update
 - C. 2025 Budget Updates
 - D. Blue Line Light Rail - Municipal Consent Timeframe
4. STAFF UPDATES
 - A. Department of Energy Communities Taking Charge Accelerator Grant - Letter of Support
 - B. West Broadway Jurisdictional Transfer
 - C. Community Development Code Enforcement
5. COUNCIL UPDATES
6. ADJOURNMENT



City of Robbinsdale

TO: Mayor and City Council

PREPARED BY:

APPROVED BY: Tim Sandvik, City Manager

DATE: July 9, 2024

RE: Employee Handbook Updates

Background:

From time to time, City staff makes recommendations on updates to the Employee Handbook. While the City Council does not provide direction on that level of detail/operations, there may be monetary considerations related to some or all policies, so staff will ask for Council approval to ensure the support of correlated expenditures.

Analysis:

In working with City staff, the City Manager makes recommendation that the following policies be updated in the Employee Handbook:

Sick and Safe Time:

Sections 2-9, Probation Period; and 7-23, Sick Leave, addition of language:

All new employees, including part time and temporary employees, must work at least eighty (80) hours before they are eligible to use accrued sick leave.

This update is a clarification of when employees are eligible to begin using sick leave. We have run this update past the LMC to ensure that this is in alignment with the ESST law. Prior to ESST, City staff were not eligible to use sick leave until after they had passed probation (6 months).

Take-Home Vehicle Policy:

Section 3-1, City Vehicles. Major rewrite of policy. Significant updates include:

Expectation that employees with THVs respond to after-hours emergencies

Pre-approval required for travel beyond 50-mile radius

Employee is liable for damages incurred if policy is violated

Incorporate signature lines for employee & City Manager

A more robust policy was needed & is helpful as there have been changes in staff who are using city take-home vehicles, namely the Building Official, which was part of the recruitment negotiations for this hard-to-fill position. We worked with LMC to get to the current policy.

Volunteer Time Off

Section 7-15, Time Off.

Extends opportunity to regular part-time employees on a pro-rated basis

Clarification of how to apply VTO when work is performed during the employee's regularly

scheduled workday vs. when it is added to a leave bank similar to comp time.

City Issued Shirt Policy

Not currently in handbook- recommended to add.

- Removes language about probationary employees being ineligible for shirts

- Removes superceded language regarding dress code.

- Establishes \$100 as the current budget per employee per year

Allowing new (probationary) employees to participate in the city issued program helps them feel like a welcomed and valued member of the team and gives them a logoed item to wear when representing the City at outreach events.

Tuition Reimbursement Policy

Section 4-4, Educational Reimbursement. Rewrite of policy.

- Establishes a cap on annual reimbursement (\$2k per employee per year)

- Clarifies which programs are eligible

- Allows regular part time employees to participate on a pro-rated basis

Changes will align us better with other cities who offer this benefit and will help set expectations around what an employee may receive. This benefit has the potential to impact recruitment and retention.

Recommendation:

Staff will walk through the aforementioned recommendations, and respond to questions, comments, or concerns. Staff will bring back for formal approval at a future City Council meeting.

Attachments:

None



City of Robbinsdale

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: July 9, 2024
RE: Three Rivers Classroom Update

Background:

The City has continued to work with Three Rivers Parks District on the outdoor classroom project at Sochacki Park for several months.

Analysis:

As indicated by the attached letter, Three Rivers has encountered some additional expense, and is asking for the two cities to contribute. Staff will remind Council of the process up to this point, and take feedback on next steps.

Recommendation:

NA

Attachments:

1. 06 25 2024 Request for City of Robbinsdale funding of \$97,268.50 for the Sochacki Classroom project

6/25/2024

Tim Sandvik
City Manager
City of Robbinsdale

RE: Request for City funding of \$97,268.50 for the Sochacki Classroom project.

Dear Tim,

Three Rivers has been working with the Cities of Golden Valley and Robbinsdale to design the classroom building at Sochacki Park. When completed, the building will provide a large classroom, two bathrooms, potable water, and a covered picnic shelter.

The Park District has already entered into a contract for the building and footings at a set price using the State Contract process and has secured an environmental remediation grant from Hennepin County to cover the unanticipated additional costs of soil remediation at the site.

Staff recently put out to bid the remaining site work (sewer, water, etc.), and all bids came back much higher than anticipated. Discussions with the bidders indicate that the additional costs were primarily due to the constraints of the site itself. Staff do not expect rebidding to result in lower costs.

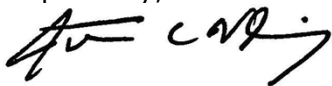
The total project cost is now estimated at \$1,153,887, including environmental remediation and contingency. Three Rivers' Board of Commissioners have previously increased its funding of the project from \$700,000 to \$805,000. The Hennepin County grant will fully reimburse the environmental remediation costs, which are currently estimated at \$154,350. To be able to accept the low bid and to complete the project, an additional \$194,537 of funding is needed.

Three Rivers is requesting that each City Partner provide project funding of \$97,268.50 to be reimbursed upon completion of the project in 2025. Actual total reimbursement may be reduced if contingency funds are not needed.

Acceptance of the bid is scheduled for Three Rivers Board consideration at their July 18th meeting, and staff needs to have secured a pledge of additional funding from both cities prior to the meeting.

Thank you for your consideration of this request.

Respectfully,



Jonathan Vlaming
Associate Superintendent
612-490-5220



City of Robbinsdale

TO: Mayor and City Council
PREPARED BY: Tim Sandvik, City Manager
APPROVED BY: Tim Sandvik, City Manager
DATE: July 9, 2024
RE: Blue Line Light Rail - Municipal Consent Timeframe

Background:

Staff and Council have been discussing the time frame for Municipal Consent for several months. At this point, staff understands that Council would like to host a Public Hearing to host a Municipal Consent Public Hearing in September, which falls within the requested time of the Blue Line Light Rail Extension project office.

Analysis:

Staff will host a two-part discussion at the work session - first to discuss considerations specific to Public Safety, and second to discuss general topics that Council would like to be included in the Municipal Consent discussion. Note, the discussion may include directions to staff to provide this feedback as a part of the Supplemental Draft Environmental Impact Statement (SDEIS) which is currently receiving feedback (through August 5, 2024).

Public Safety

- Proper training in Light Rail Response and Rescue
- Proper Equipment for Light Rail Response and Rescue
- Increase in FD response time based off of location of Light Rail emergency
- Maneuverability concerns involving Emergency Response Vehicles
- Potential increase in calls for service for both public safety entities
- Potential increase in crime rate affecting residents, business owners, and visitors of the city
- Increase in motor vehicle crashes and pedestrian incidents
- Additional comments, conversations, questions to follow

General Considerations to be considered as a part of Municipal Consent

Please note, some items have been partially or fully responded to, but staff will continue to solicit feedback to better understand Council Priorities.

Specific to the Route – South to North

1. Lowry Ave Station – City of Robbinsdale is requesting:
 - a. Project Office formally document feedback from North Memorial Hospital
 - b. Project Office commit to a safety plan – as the station would be operated by the

Metropolitan Council (Metro Transit), it rests on a Hennepin Council Facility (CR 81), as planned it sits in the City of Robbinsdale AND City of Minneapolis within Minneapolis Parks Board property.

- c. Project Office commit to a controlled/secure platform
 - d. Project Office should consider bus hub provisions at this location
2. In tandem with the project, add curb and gutter on York Ave between Lowry and Parkview.
 3. Current plans indicate a two-way frontage road access near North Memorial. While the City sees value in this consideration, the City requires that project office receive formal feedback from North Memorial.
 - a. If reconstruction includes work on the retaining wall between York and Abbott with precast concrete walls, City logo should be imprinted and colored.
 4. The City would like to consider the reduction in France Ave behind Citizen's Bank during project construction.
 5. The City would support the removal of the existing pergola at the NW corner of 36th & CR 81 – this could be relocated to a different area.
 6. The City continues to support the left turn lane into Lake View Terrace Park boat launch (southbound on CR 81). Staff have seen multiple iterations.
 7. The City may consider the elimination of impervious surface at the “turnaround” north of the access to LVT (near 37th Ave N).
 8. The City does not support the loss of Ash trees by Hidden Shores on Lakeland Ave.
 9. There needs to be a right turn lane for the semis exiting southbound CR 81 for the Lakeland Ave. N. frontage road. Semis depend on this section of frontage road in addition to moving vans for Birdtown Flats, etc..
 10. The City would request that a sidewalk be installed on 39th Ave between CR 81 and West Broadway.
 10. The City supports the placement of the “Downtown Station”, south of 40th Ave N.
 11. The City does not support negative impacts at the Southeast corner of 40th Ave. N. and CR 81 (particularly 4227 40th Ave. N). This house will suffer from the adjacent traffic impacts.
 12. Size and placement of parking facility – Most recent iterations have included a three hundred (300) stall ramp, which exceeds the number of spaces desired by the City Council. Additionally, the most recent version that staff has seen includes bus access on West Broadway and/or 40th Ave N. The City does not support additional traffic on side streets (including West Broadway, 40th Ave N, and Hubbard Ave). The City would like to see primary access come from CR 81. Further, the most recent iteration includes a location north and west of the intersection of 40th Ave and CR 81 – if this site is not

chosen, the City must be presented with alternatives.

13. Elim church site should be considered an alternate for the Bus center-Parking ramp site.

If US Bank is pre-emptively redeveloped, alternate plans should be developed. The funeral home site would provide a reasonable Plan C.

14. The City is requesting concrete streets be installed around the bus hub.
15. The City is requesting that there are not stops within 600 feet of the bus hub.
16. Turning movements on 42nd, near McDonald's access, needs further study. Current plans suggest potentially limiting egress/ingress to right turns only – the City is concerned this will limit access to McDonald's and other businesses, as well as City parking. Further, without proper engineering and design, people will continue to turn left (westbound on 42nd Ave N, OR exiting the parking lot on to 42nd Ave N).
17. The City does not support the loss of approximately 30% of parking for Robin Center, CVS, and any impacts of the retaining wall at Town Center.
18. In order to support at-grade structure, between 40th Ave N and (at least) 42nd Ave N, the City is requiring engineering and design elements be explicitly produced and shared with City officials. In December, Dan Soler and Christie Beckwith sat with the City Manager to discuss what the project office could share to ease concerns the Council has raised. At the January 9, 2024 City Council meeting, no plans were shared/discussed by the project office.
19. The City supports maintaining the left turn lane (southbound CR 81) to Twin Lakes/Three Rivers boat launch.
20. The City does not support 90-degree parking at Robin Center. This would require a variance and would not normally be permitted. *City Code Section 510.17 Subd. 3(b): Ninety degrees (90°) head in parking, directly off of and adjacent to a public street or alley, with each stall having its own direct access to the public street or alley, shall be prohibited. However, the city council may approve sixty degree (60°) head in angle parking, directly off and adjacent to a public street or alley, with each stall having its own direct access to a public street or alley, as a conditional use as regulated by subsection [535.01](#).*

The Lakeland Ave. N. frontage road should not be disconnected between CVS and the gas station.

22. The City does not support the loss of the right turn lane from north bound CR 81 to 47th Ave. N. This will create conflicts with traffic turning into the neighborhood on the east side. This access point is almost exclusive and turning vehicles will conflict with accelerating northbound traffic. Further, any alterations to that intersection must consider neighbor traffic. The City requests a turn lane is shown.
23. The City requests that the new wall along the path near the water tower would be concrete panels and include a stamp of the Robbinsdale logo in blue (eg: Maple Grove along 94)

24. The City is requesting that area marked “Curb, Median, & Truck Apron” as indicated by red, be plantings
25. The City is requesting that where beneficial (City’s discretion), re-platting take place
26. The City is requesting all overhead line that cross/run parallel to construction be undergrounded.

General Considerations, Observations

1. The City continues to patiently wait for the following data:
 - a. Ridership breakdown by stops. The project office received numbers in 2023, and has since shared projections for the entire LRT extension, but refuses to share individual stop projections. Since this includes justification for a parking structure, the City is requesting this data immediately.
 - b. Trip Time data.
2. The City has requested a response to the following:
 - b. How will public safety officials acquire training related to LRT operations?
 - c. In the event of a derailment at 40th Ave. N., 41st Ave. N., or 42nd Ave. N. what provisions will be available for emergency services to cross CR 81?
 - d. What apparatus will the project provide/provide reimbursement for? Does this include the creation/addition of a Public Safety substation?
3. The City is requesting that Hennepin County and the Metropolitan Council explicitly state where they support Anti Displacement policy (including what they will enact). Further, the City is requesting that both entities explicitly declare what amount of resources (including personnel and dollars) will be dedicated to Anti Displacement efforts.
4. The City requests that Metro Transit continue to address public safety concerns at stations and on Light Rail.
5. The City does not support the reduction of speed on CR 81 if it shifts vehicle traffic on to side streets/residential neighborhoods. The City formally requests a traffic study indicating what a reduction in corridor speed, if proposed, does to local traffic.
6. The City is requiring a formal plan and commitment from Hennepin County and Metro Transit regarding snow plowing, snow storage, and snow removal on the rail corridor, roads, any parking structure, and walkways/paths.
7. The City supports updates to the intersection of 42nd Ave N and West Broadway.
8. The City is requesting the project office consider stormwater management infrastructure needs, including correlated costs, in tandem with construction.
9. The City is requesting the project office commit to a “no net loss” of vegetation, including but not limited to, plantings related to water quality treatment AND beautification.

10. The City is requiring formal notification of TPSS location(s)
11. The City is requesting that the project office show the need to continue the Rte 32 (to potentially be a BRT route in the future), north of the Lowry Station (as this seems redundant).
12. The City is requesting all lighting installed use LEDs with Dark Sky Compliance
13. The City is requesting clarification on Platform Security – eg: who provides proactive efforts, and who responds to emergency calls.
14. The City is requesting that the LRT (Met Council and/or Hennepin County) commit to paying utility fees for signals and street lights (including maintenance and replacement).
15. The City is requesting that storm water retention enhancements be a shared expense – prior agreements related to CR 81 would be null/void
16. The City requests access for conduit for Fiber along any construction.
17. The City will compile specific requests for areas outside the immediate corridor – those include, but are not limited to:
 - a. reconstruct the bridge on 36th near June and Halifax.
 - b. reconstruct the pedestrian facilities downtown, including ADA compliance and consider utilities in tandem.
 - c. Parks investments, including sidewalks and trails system
 - d. Consider engineering that promotes safety at 42nd Ave N and West Broadway
 - e. CR 9 from CR 81 to TH 100
18. Request that Met Council pay taxes on land used for Parking Ramp
19. Met Council/Hennepin County responsible for all maintenance of landscaping, fencing, retaining walls, crosswalks, and signage along the corridor
20. Reimburse the City for all ROW that was purchased as a part of CR 81 reconstruction in 2005-2008
21. Follow direction from the City relating to streetscaping. Now would be the time to create a plan for execution...
22. Council needs to determine whether or not a set of demands related to municipal consent are agreeable. “Municipal consent by the City of Robbinsdale is dependent on...”

Recommendation:

Attachments:

None



City of Robbinsdale

TO: Mayor and City Council

PREPARED BY: Kayla Kirtz, Sustainability Coordinator

APPROVED BY: Tim Sandvik, City Manager

DATE: July 9, 2024

RE: Department of Energy Communities Taking Charge Accelerator Grant - Letter of Support

Background:

On June 21, 2024, staff were contacted by the Hennepin County Climate and Resilience Department with an invitation to collaborate on an application for the Department of Energy Communities Taking Charge Accelerator grant. This grant aims to drive innovation in equitable clean transportation. The proposed project involves expanding the HOURCAR hub-based car-sharing program across disadvantaged communities in Minneapolis, Robbinsdale, and Brooklyn Park, with a focus on areas lacking EV charging infrastructure. Key objectives of the project include: expanding EV charging infrastructure in strategic locations, enhancing the car-share network to provide affordable, sustainable transportation options, promoting transportation equity, especially in disadvantaged communities, leveraging existing transportation electrification initiatives, and developing a scalable model for integrating car sharing with public EV charging infrastructure. The concept paper submitted to the Department of Energy by Hennepin County and HOURCAR is attached for additional context.

Analysis:

The City's Sustainability Coordinator met with the project team, including staff from Hennepin County and HOURCAR, on Wednesday, June 26, 2024, to learn more about the application process and logistics. The proposed project undoubtedly aligns with the Council's sustainability goals. The project would also contribute to increased equity and accessibility for underserved populations in Robbinsdale who do not have access to a vehicle. Finally, the City has been focusing efforts on increasing electric vehicle infrastructure in Robbinsdale. This project would significantly increase Robbinsdale residents' access to sustainable, affordable transportation options. Importantly, Hennepin County and HOURCAR staff will serve as the points of contact for the application. They will oversee the bulk of the grant writing and project management. At this time, City staff are simply being asked to provide resumes and a letter of support as a project partner. A more thorough discussion would be had eventually if the project is selected for funding.

Recommendation:

Discuss the partnership opportunity and sign the letter of support.

Attachments:

1. Communities Taking Charge Accelerator Grant Concept Paper
2. Communities Take Charge Accelerator Grant Letter of Support

Fully Charged Implementation: Expanding EV Hub-Based Charging in the Twin Cities Suburbs

Expanding E-Mobility Solutions through Electrified Micro, Light and Medium-Duty Fleets

Technical Point of Contact

Shannon Crabtree

HOURECAR

shannonc@hourcar.org

Business Point of Contact

Mauricio Leon Mendez, Admin Manager

Hennepin County

mauricio.leonmendez@hennepin.us

Team Member Organizations

- Hennepin County
- HOURECAR
- City of Brooklyn Park
- City of Robbinsdale

Project Manager

Mauricio Leon Mendez

Senior/Key Personnel

Paul Schroeder, CEO, HOURECAR

Diana Chaman Salas, Director of Climate and Resiliency, Hennepin County

Project Location(s)

- Brooklyn Park, MN
- Brooklyn Center, MN
- Robbinsdale, MN

Technical Description and Impacts

The suburbs surrounding Minneapolis, including Robbinsdale and Brooklyn Park, suffer from a lack of EV charging infrastructure, which limits residents, particularly those in multifamily housing, from accessing convenient home charging options. This infrastructure gap poses a significant barrier to EV adoption and equitable access to low-carbon transportation. As of 2021, EVs represent less than 1% of light-duty vehicle registrations in the Twin Cities Region, and achieving Minnesota's decarbonization targets requires widespread EV adoption by 2050. With the Twin Cities metro area housing approximately 2.7 million of the state's 5.2 million light-duty vehicles, significant growth in EV adoption is crucial. The "Pathways Toward Electric Mobility" report highlights affordability as a major barrier to EV adoption, suggesting that expanding EV car share hubs could provide a cost-effective alternative to ownership, thus making clean transportation accessible to more people.

Brooklyn Park, a rapidly growing city in the Minneapolis/St. Paul metropolitan area, faces financial challenges with a median household income lower than neighboring communities and a poverty rate of 11.1%. The city is also diverse, with non-white individuals making up 51.8% of the population. The city's housing is significantly composed of rentals and multifamily units, contributing to the need for convenient and affordable transportation options. Robbinsdale, another suburb, also faces similar challenges with a mix of housing types and a need for redevelopment to meet current and future demands. Both cities highlight the importance of efficient land use and equitable access to transportation solutions.

Expanding the HOURCAR hub-based car-sharing program to Robbinsdale and Brooklyn Park can address the current lack of EV charging infrastructure by providing residents with convenient access to EVs without requiring home charging. This initiative will promote equitable access to low-carbon transportation and support EV adoption, aligning with Minnesota's decarbonization goals. By collaborating with local communities, the project aims to cater to the unique transportation needs of these growing and diverse populations, enhancing environmental sustainability and social equity.

The goal of our project is to establish a network of EV hub-based chargers in the suburbs of the Twin Cities, enhancing accessibility and equity in transportation. By expanding the coverage of the HOURCAR car-share network, this initiative aims to provide affordable, sustainable mobility solutions to residents without home charging options or personal vehicles. Building on the "Fully Charged: Advancing Equity through Transportation Electrification" initiative, this project will demonstrate an effective model for integrating car sharing with public EV charging infrastructure. This will promote broader adoption of clean transportation and address transportation equity by offering underserved communities access to electric vehicles and flexible mobility options.

Key Objectives

- **Expand EV Charging Infrastructure:** Develop and install EV hub-based chargers in strategic locations within the Twin Cities suburbs, with a focus on low-income and underserved communities.
- **Enhance Car-Share Network:** Increase the coverage and accessibility of HOURCAR's car-share network to provide affordable and sustainable transportation options for residents without vehicles.
- **Promote Transportation Equity:** Ensure that the expanded car-share network and EV charging infrastructure are accessible to all residents, particularly those in disadvantaged communities, to promote equitable access to clean transportation.
- **Leverage Existing Initiatives:** Build on the comprehensive planning and groundwork laid by the "Fully Charged: Advancing Equity through Transportation Electrification" initiative to maximize emissions reductions and community benefits.
- **Demonstrate a Scalable Model:** Develop a replicable model for integrating car sharing with public EV charging infrastructure that can be used as a blueprint for other cities aiming to enhance their EV infrastructure and promote equitable access to sustainable transportation.

To achieve the project goal of expanding EV hub-based chargers and enhancing the HOURCAR car-share network in the Twin Cities suburbs, we will implement a comprehensive approach involving site selection, innovative solutions, and stakeholder involvement. The methodology includes selecting high-need areas in Robbinsdale and Brooklyn Park based on demographic and transportation data, coordinating with local authorities. Innovative technologies such as contactless payment systems and renewable energy sources will be integrated to optimize energy use and ensure sustainability. The project will expand HOURCAR's network, utilizing data analytics to enhance vehicle distribution. Stakeholder involvement will be central, with public consultations, partnerships with utilities like Xcel Energy, and collaboration with community organizations. Regular updates and continuous feedback mechanisms will ensure the project meets community needs and adapts as necessary. This integrated approach aims to provide equitable access to sustainable transportation, fostering broader EV adoption and supporting Minnesota's decarbonization goals.

The potential impact of expanding EV hub-based chargers and enhancing the HOURCAR car-share network in the Twin Cities suburbs includes significant environmental, economic, and community benefits. Environmentally, the project is expected to reduce transportation-related greenhouse gas emissions and other pollutants, thereby improving air quality and public health. Economically, it will generate cost savings in operations and maintenance, reduce fuel costs, and create jobs in construction, installation, and maintenance, while also stimulating local economic activity. For the community, particularly disadvantaged or Justice40 communities, the project will provide equitable access to clean and affordable transportation options, improving mobility and economic opportunities. It will enhance the quality of life by reducing transportation costs,

improving health outcomes, and increasing connectivity. Aligning with the Justice40 initiative, the project ensures that 40% of the benefits flow to disadvantaged communities. Continuous community engagement will be pivotal in shaping and sustaining the project, making it a vital step toward sustainable and equitable transportation solutions.

DOE funding is crucial for the success of our project to expand EV hub-based chargers and enhance the HOURCAR car-share network in the Twin Cities suburbs. This funding will address critical gaps in initial capital costs, technology deployment, and comprehensive implementation, enabling us to overcome challenges and limitations that cannot be met through existing resources. In addition to DOE support, we will leverage other funding sources such as state and local government grants, private sector investments, and community contributions, along with in-kind contributions from project partners including technical expertise, equipment, and labor. Collaborative partnerships with local utilities, municipalities, and community organizations will further bolster the project, ensuring a robust resource pool and maximizing the impact of DOE funding. By combining these resources, we will achieve our objectives and deliver significant long-term environmental, economic, and community benefits, promoting sustainable and equitable transportation solutions.

To establish a network of hub-based car-sharing locations, the project will require electric and hybrid vehicles equipped with telematics, Level 2 and DC fast chargers, designated parking spaces with signage and security features, car-sharing management software, a mobile app, and customer support infrastructure. Access to these resources will be secured through partnerships with local governments for public space use and regulatory support, agreements with private property owners for hub locations, collaboration with utilities like Xcel Energy for electrical infrastructure, and community engagement to identify strategic locations. Funding will be sourced from grants such as the Communities Taking Charge Accelerator, as well as state and local programs, private investors, and nonprofit contributions. This approach ensures the creation of a sustainable and equitable car-sharing network in the Twin Cities suburbs.

The Hennepin County Climate and Resiliency Department, alongside HOURCAR, is highly qualified to lead the implementation of an expanded hub-based car-sharing network in the suburbs surrounding Minneapolis. The department has a strong track record in sustainability and transportation electrification projects, including the "Fully Charged: Advancing Equity through Transportation Electrification" initiative. Their expertise in strategic planning, stakeholder engagement, and EV infrastructure deployment ensures effective oversight of this project. HOURCAR, established in 2005, has successfully managed a fleet of over 200 vehicles and launched the EV Spot Network, the largest renewably powered EV charging and car-share network in the Western Hemisphere. Their recent Multifamily Project demonstrates their commitment to transportation equity by providing EV access to low-income apartment buildings.

Community Benefits Plan

This Communities Taking Charge project will leverage the foundational work of the "Fully Charged: Advancing Equity through Transportation Electrification" project to transition from planning to implementation and demonstration. The community benefits plan for CTC is focused on ensuring equitable access, environmental benefits, and economic benefits while addressing the specific challenges of no-home charging in suburban areas.

Community and Labor Engagement

- **Actions to Date and Future Plans:** Hennepin County maintains a robust network of community-based organizations that support disadvantaged communities on climate change issues. We have engaged with groups such as Asian Media Access, Black Army Brigade, Islamic Civic Society of America, Lao Assistance Center, Legacy Family Center, Little Earth Residents Association, Oromo Diaspora Media, Raices Latinas, and Reach for Resources. Our future plans include continuous engagement with these organizations and expanding our network to include more diverse community partners. Hennepin has conducted comprehensive engagement with communities through the Communities LEAP initiative. This project, supported by the U.S. Department of Energy's Communities LEAP (Local Energy Action Program) Pilot, focuses on advancing equitable transportation electrification in Hennepin County. The initiative, titled "Let's Talk About Electric Mobility," included a partnership with the National Renewable Energy Laboratory (NREL) and local technical assistance providers. The coalition collaborated with six community-based organizations to conduct a locally informed electric mobility education and engagement campaign. This campaign included 6 in-depth workshops and tabling at 39 in-person events, collecting over 800 questionnaire responses between May and September 2023. Through these activities, the coalition aimed to learn community priorities and inform transportation plans, ensuring inclusive and sustainable mobility solutions in the face of rising environmental and financial challenges in the transportation sector.
- **Negotiated Agreements:** We plan to negotiate Workforce and Community Agreements with stakeholders to ensure project support and mitigate risks. These agreements will help formalize commitments to job quality, workforce continuity, diversity, equity, inclusion, and accessibility.
- **Documentation:** We will provide evidence of engagement with representative organizations, reflecting feedback on community benefits, job quality, and workforce continuity. This documentation will include meeting minutes, partnership agreements, and community feedback reports.

Investing in Job Quality and Workforce Continuity

- **Workforce Strategy:** Our strategy involves attracting, training, and retaining a skilled workforce by setting wage and benefit benchmarks, investing in education and training, and engaging employees in safety and health plans. We will engage with local unions, such as the IBEW Local 292 in Brooklyn Park, to support the shared goals of creating green jobs and promoting workforce development.
- **Support for Collective Bargaining:** We are committed to supporting worker organizing and collective bargaining through project labor agreements and other supportive measures. Engaging unions and workforce training organizations will ensure the project aligns with the goals of providing high-quality, sustainable employment opportunities.

Advancing Diversity, Equity, Inclusion, and Accessibility (DEIA)

- **DEIA Goals and Actions:** To meet DEIA goals, we will implement targeted recruitment procedures, develop supplier diversity plans, and partner with workforce training organizations. Comprehensive support services, such as childcare and transportation, will be provided to increase access to construction and operations jobs for underrepresented groups.
- **Support Services:** We will offer comprehensive support services to workers, including childcare, transportation, and additional training programs. These services will help remove barriers to employment and ensure a diverse and inclusive workforce.

Justice40 Initiative

- **Identification of Disadvantaged Communities:** The project will benefit disadvantaged communities in Hennepin County, particularly in Brooklyn Park and Minneapolis, which experience higher rates of COPD hospitalizations due to poor air quality from transportation emissions. These areas have been identified as high vulnerability zones by Hennepin County's analysis.
- **Measurable Benefits:** We will quantify benefits such as reduced energy burden, increased job creation, and enhanced energy resilience. Using tools like the Environmental Protection Agency's EJSCREEN, we will evaluate existing conditions and measure the impact of our initiatives.
- **Flow of Benefits:** Benefits will flow to the identified communities through the implementation of EV infrastructure and car-sharing hubs, reducing transportation emissions and improving air quality. Regular assessments will ensure these benefits are delivered effectively and equitably.
- **Mitigation of Negative Impacts:** Any potential negative impacts will be mitigated through proactive planning and continuous community engagement. We will utilize environmental assessment tools to monitor and address any adverse effects, ensuring the project remains beneficial to all stakeholders.

City of Robbinsdale
4100 Lakeview Avenue North
Robbinsdale, MN 55422
763-537-4534
www.robbinsdalemn.com



JULY 9, 2024

Joint Office of Energy and Transportation
1000 Independence Ave. SW Washington DC 20584
Control Number: 3214-1621

Dear Executive Director Gabe Klein,

The City of Robbinsdale is pleased to support Hennepin County with their application to the Joint Office of Energy and Transportation (Joint Office) through Department of Energy (DOE) Communities Taking Charge Accelerator grant.

We are eager to partner with Hennepin County as we work together to expand electric vehicle (EV) infrastructure and car-sharing services in our community. This funding would go to benefiting many of our most vulnerable residents and help us scale existing programs and partnerships to meet the overwhelming need for accessible, affordable, and sustainable transportation options in our community.

We are excited to contribute our expertise in community engagement and local infrastructure planning. We will leverage our network of trusted partnerships with utility program providers, affordable housing property owners, and community partners to ensure this funding is spent responsibly in our most vulnerable communities. Our commitment includes dedicating staff time to support site selection, community outreach, and ongoing program support.

The proposed project aligns perfectly with our city's goals for reducing greenhouse gas emissions, improving air quality, and enhancing mobility options for all residents. By expanding EV charging infrastructure and car-sharing services, we can address both climate change and transportation equity issues simultaneously.

We encourage you to support Hennepin County's Communities Taking Charge Accelerator grant application. Doing so will help us provide much-needed energy-saving, health, and safety benefits at the scale needed to reach our shared climate and environmental justice goals. This project has the potential to serve as a model for other suburban communities across the nation, demonstrating how innovative partnerships can drive sustainable and equitable transportation solutions.

Sincerely,

William A. Blonigan
MAYOR, CITY OF ROBBINSDALE



HENNEPIN COUNTY

MINNESOTA

July 2, 2024

Jesse Struve, P.E.
City of Crystal, Director of Public Works
4141 Douglas Drive N
Crystal, MN 55422

Richard McCoy, P.E.
City of Robbinsdale, Public Works Director/City Engineer
4601 Toledo Avenue N
Robbinsdale, MN 55422

Re: Jurisdictional Transfer of West Broadway Avenue (CSAH 8)

Mr. Struve and Mr. McCoy:

The jurisdictional transfer of West Broadway Avenue (CSAH 8) between Douglas Drive (CSAH 102) and 42nd Avenue (CSAH 9) has been identified as a high priority by the cities of Crystal and Robbinsdale and is identified as a jurisdictional transfer candidate in the county's Comprehensive Plan. This letter documents the process for a future jurisdictional transfer of West Broadway from the county to the cities, within their respective boundaries.

County Road transfers are evaluated based on the county's Jurisdictional Transfer Policy, which includes the requirements, justification, and conditions of the transfer. The policy ensures that a transferred roadway provides a 15-year service life with adequate time for the accepting agency to plan, fund, and ultimately reconstruct the road per its standards, specifications, and vision.

The cities have stated that they anticipate the need for full reconstruction along the corridor and are requesting county cost participation to reconstruct West Broadway. This corridor is not currently identified for roadway reconstruction in the county's approved 5-year Capital Improvement Program (CIP). However, county staff will be completing our biennial data driven prioritization process, which ensures we are addressing our most critical system needs, later this year. This prioritization process will identify new capital projects that will be requested into the next Transportation CIP and Work Plan.

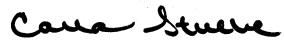
The cities preference is to accept West Broadway following the completion of the Blue Line Extension Light Rail Transit (LRT) project along CSAH 81, anticipated to be completed in 2032. Therefore, the county will evaluate the condition of West Broadway following the construction of the LRT project to determine the 15-year service life cost, consistent with the county's Jurisdictional Transfer Policy.

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us



We look forward to working with the cities on a future transfer of this roadway in alignment with our current policy.

Sincerely,

A handwritten signature in black ink that reads "Carla Stueve". The signature is written in a cursive, flowing style.

Carla Stueve, P.E.

Transportation Project Delivery Director and County Engineer

Cc: Lisa Cerney, Assistant County Administrator Public Works
Dan Soler, Transit and Mobility Director
Chad Ellos, Transportation Planning Division Manager

Jurisdictional Transfer Policy

Adopted by the Hennepin County Board of Commissioners on June 26, 2018

The function of a roadway is ideally aligned with the appropriate jurisdiction. Misclassifications can lead to inefficiencies within the roadway system as well as funding complications for roadway improvements and preservation. A jurisdictional transfer may be necessary to optimize system connectivity, eliminate system redundancy, and achieve greater consistency in design guidelines and standards, all of which help to fulfill the county's broader Transportation vision and goals.

The function of roadways can change over time due to factors such as increased urbanization or significant changes to the regional roadway system. System realignments and adjustments are also prompted by new land development / redevelopment and modifications to the roadway network. These changes in roadway function, system realignment, and land use can prompt a need for a roadway to be transferred between agencies.

Jurisdictional transfers have generally been infrequent, however, the potential exists for a number of transfers to be considered in the near to mid-range future. Transfers between the state and county, as well as county and cities have varied in both process and detail. County leadership has expressed an interest for a more consistent and transparent process in the form of a policy that will ensure mutually beneficial jurisdictional transfer transactions in the future.

Transfer Requirements

To provide a more consistent approach to jurisdictional transfers, the following elements are required for a jurisdictional transfer involving Hennepin County:

1. A proposed transfer should be consistent with the proper jurisdictional hierarchy and identified long-range expectations of the Hennepin County Transportation Plan.
2. The impact of a proposed transfer should be evaluated within the context of the county's Asset Management Program to ascertain county resources required to maintain the potential addition to the highway system asset inventory. This process will include a review of operational requirements including available County State Aid Highway funds and needed local revenues, as well as any immediate capital equipment, facility, or personnel needs to support the potential roadway system addition.
3. Any proposed transaction involving a County State Aid Highway must have the support of the Minnesota Department of Transportation (MnDOT) State Aid office for consistency with County State Aid and/or Municipal State Aid requirements.
4. Transfers must include a formal agreement between the county and affected city(s) and/or state with mutually agreed upon terms between the parties.
5. The Hennepin County Board of Commissioners must approve all proposed jurisdictional transfers and financial agreements between the county and affected city(s) and/or state.

Transfer Justification

As potential jurisdictional transfers are considered, the following relationships should be evaluated: the alignment of roadway function and ownership; continuity and roadway spacing within the overall system/network; connectivity and integration with current and future land use; traffic volumes and type of traffic (e.g. freight) using the roadway.

Roadways transferred to Hennepin County from a city or MnDOT need to meet the criteria for County State Aid Highways along with several of the following conditions:

- Road functions as a minor arterial
- System continuity and spacing provide for an integrated and coordinated highway system
- The road connects communities, shipping points, or markets within the county or in adjacent counties
- The road provides access to major activity centers, industrial areas, state institutions, employment clusters, or recreational areas
- The traffic demand is appropriate for an arterial road, including heavy commercial / freight traffic

Roadways transferred to Hennepin County from MnDOT will also need to meet state requirements for trunk highway turnbacks. The county will use MnDOT turnback funds, when available, for reconstruction of former trunk highways. If reconstruction is not an option, restoration of the road will be considered. Additional roadway features, including traffic signal upgrades, pedestrian ramp upgrades, trails, retaining walls, and drainage structures will be evaluated as part of the roadway restoration.

Roadways transferred from Hennepin County to a city will likely need to meet municipal state aid street requirements and may have several of the following conditions:

- The road functions as a collector or non-regional minor arterial
- The road has experienced significant change in character over time (adjacent land development patterns, traffic volumes, access spacing, connections, etc.)
- The road system continuity or spacing of roads has changed where newly constructed or reconstructed roads have diverted traffic away from the county road
- The road serves to connect municipal land uses such as parks, parkways or recreational areas
- Development density along the road has increased substantially

In order for a county road to be transferred to MnDOT, the road's function will need to match the characteristics of a principal arterial such as a trunk highway or expressway.

Conditions of Transfer

A proposed transfer will be evaluated within the context of the county's Asset Management Program to determine the resources needed as the county works toward ensuring that the transferred roadway has an adequate 15-year service life to avoid burdening the accepting jurisdiction with

undue maintenance needs. The county's intent is to provide a stable road to the accepting agency with adequate time to plan, fund, and ultimately reconstruct the road per its standards, specifications, and vision.

Improvements and resources necessary to meet a 15-year service life may include a new pavement surface such as a bituminous overlay, spot drainage repairs such as curb and catch basin maintenance, pedestrian ramp improvements, accessible pedestrian signal upgrades, pavement markings, and roadside maintenance. Major structures such as culverts and bridges will be evaluated separately for consideration within the transfer agreement.

The county will consider providing a cash equivalent equal to the value of the necessary improvements to bring the roadway up to a 15-year service life. Subject to board approval, the inclusion of additional corridor improvements beyond those mentioned previously may be considered within an agreement. The county will not proceed with a roadway transfer until all parties approve of the agreement terms.

Similar to a transfer of a county roadway to another jurisdiction, asset condition corrections similar to those mentioned previously are expected prior to any transfer to the county.